"Aiken County has the potential to transform itself into a community where walking and bicycling for transportation and recreation are popular and safe activities. This chapter lays out the recommended pedestrian and bicycle network with a countywide system of walkways, greenways and bikeways connecting key destinations and surrounding areas."

Chapter Seven

Engineering: Bikeway, Walkway, and Trail System Recommendations

Introduction

Aiken County has the potential to transform itself into a community where walking and bicycling for transportation and recreation are popular and safe activities. This chapter lays out the recommended pedestrian and bicycle network with a countywide system of walkways, greenways and bikeways connecting key destinations and surrounding areas. The network recommendations build upon current and past planning efforts. The recommendations included in this chapter are based on the types of bikeways, walkways, and off-street shared facilities described in the Design Guidelines, found in Appendix E.

This chapter presents proposed bikeways, walkways, and greenways facilities identified through input from the community, the Project Steering Committee, and the needs analysis. The proposed improvements are intended to make bicycling more comfortable and accessible for bicyclist of all skill levels and trip purposes and to create walkable communities through the County. This chapter presents the recommendations to expand the bikeway and walkway network so that the community has a seamless and comprehensive network for active transportation and recreation.

Recommended Walkway Network

Walkway Network Development – Refining the Pedestrian Suitability Analysis

Overview

Pedestrian suitability analysis (PSA), as described in Chapter 4, is an important tool for identifying priority pedestrian corridors. The results of the analysis created a picture of where people live, work, play and key roadway connections between these locations as a way to depict both 'demand' for and 'supply' of pedestrian infrastructure in the region. Beyond identifying regional priority corridors, PSA results can be enhanced based on local priorities and characteristics to reveal crucial areas for investment in sidewalk infrastructure and other pedestrian facilities. The resulting process ranks pedestrian corridors as high-, medium-, or low-priority corridors within Aiken County.

Composite Priority Scores

To refine the analysis of priority pedestrian corridors, PSA weighted criteria were adjusted and combined with new feasibility considerations to reflect the weights identified by Aiken County in the project evaluation criteria, shown in Table 7-1. Thus, the criteria for 'Proximity to Attractors/Destinations' were weighted based on the 16 point scale identified by Aiken County to establish an adjusted score for pedestrian 'demand'. The 'roadway quality' criteria of the PSA, which includes both 'Connectivity' and 'Safety'[1], were weighted based on the 28 point scale identified by Aiken County to create a 'supply' score.

The 'Connectivity' category includes an analysis of sidewalk gaps. However, without an existing sidewalk inventory of the region, it was not possible to exhaustively identify sidewalk gaps/presence for the region or for every municipality. This analysis assumes that there are no sidewalks except for those corridors that were verified via field work or existing data. The corridors where a sidewalk is known to exist on one side or both sides of the roadway are identified in Figures 7-1 and 7-2. Corridors with two known sidewalks were excluded from prioritization, though roadways with only one known sidewalk were not.

1 Improved health and quality of life are important benefits associated with all pedestrian infrastructure projects.

Table 7-1: Project Evaluation Criterea and Scores

Criteria	Scoring Weights	Available Points
Proximity to Attractors/Destinations		
Access to public or private school (K-12)	Yes = 2; No = 0	16 pts.
Direct access to existing/planned transit route or stop	Yes = 2; No = 0	
Direct access to major employment centers	Yes = 2; No = 0	
Direct access to mixed-use areas or shopping centers	Yes = 2; No = 0	
Direct access to University/College	Yes = 2; No = 0	
Direct access to Central Business District	Yes = 2; No = 0	
Access to public places (parks, libraries, civic uses)	Yes = 2; No = 0	
Transit Stop within 1/2 mile radius	Yes = 1; No = 0	
Direct access to higher density residential areas	Yes = 1; No = 0	
Connectivity		
Completes gap in existing bicycle or pedestrian facility	Yes = 4; No = 0	14 pts.
Removes barrier in route	Yes = 3; No = 0	
Regional connection and/or major roadway/river Xing	Yes = 3; No = 0	
Connects 2 or more communities	Yes = 2; No = 0	
Connects residential area to business/commercial area	Yes = 1; No = 0	
Project supports economic development/tourism	Yes = 1; No = 0	
Safety / Health / Quality of Life		
Improves locations where bicycle or pedestrian crashes/fatalities have occurred	Yes = 4; No = 0	14 pts.
Is the improvement on a high volume road	Yes = 2; No = 0	
Is the improvement separated from vehicular traffic	Yes = 2; No = 0	
Provides speed reduction or traffic calming benefits	Yes = 2; No = 0	
Improves physical activity	Yes = 2; No = 0	
Improves air quality/offers environmental benefits	Yes = 2; No = 0	
Feasibility		
Improvement is on or adjacent to roadway project contained in the ARTS 2035 LRTP.	Yes = 5; No = 0	10 pts.
Improvement has full or partial funding, or is likely to be funded	Yes = 3; No = 0	
Improvement was recommended during the public outreach process/or is contained and supported in a local plan	Yes = 2; No = 0	

The adjusted PSA results were then combined with local feasibility data, which provided weighted scoring for projects included within the ARTS Long Range Transportation Plan, recommended by the public process, and allotted partial or full funding. 'Feasibility' criteria allow a maximum score of 10. This process results in a composite 'Priority Score' based on the 'Demand Score,' 'Supply Score,' and 'Feasibility Score'. The composite score has a maximum potential value of 54. In all cases, a higher number means that the corridor should be prioritized for pedestrian infrastructure.

The composite score reveals where Aiken County should consider short, medium and long-term pedestrian improvement projects. Since these score ranges are based on the distribution of scores across the entire County, where population density and the density of attractors and destinations vary greatly, adjusted score ranges were used in several areas outside of the major urban centers of North Augusta, and Aiken. These adjusted ranges account for the fact that the scores are lower across the board in certain areas, such as Burnettown, but recommendations are desired in these areas along with the urban centers, and should be prioritized independently of higher scoring areas. Adjusted ranges and their geographic application are provided in Table 7-2.

Table 7-2 Composite Project Evaluation Scores

	Score Range		
Geographic Area	**Low**	**Medium**	**High**
Aiken Metro Area	18-22	23-32	33-52
North Augusta Metro Area	22-29	30-39	40-52
Burnettown	15-18	19-26	27-41

Results

The results of the refined pedestrian network analysis provide a closer look as to where new sidewalks or enhanced pedestrian infrastructure are most needed. Figures 7-1 and 7-2 depict color-coded corridor segments that identify the three-tiered priority network.

A majority of the County's destinations are along arterial roads with high traffic volumes and speeds. It is important to provide safe, comfortable access to these destinations from the surrounding residential areas. Additionally, creating walkable neighborhoods that are accessible to pedestrians ensures that residents can safely access sidewalks along major arterials and collectors.

Across the County, thoroughfares and collectors are the highest priority corridors, along with connections to schools. Communities will need to do additional study to identify gaps in the existing network and quality of existing sidewalks to determine actual projects in these corridors. Chapter 8 identifies recommended areas for near-term investment in pedestrian infrastructure based on the results of this pedestrian network refinement analysis. It is important to note, however, that well-maintained sidewalks meeting ADA requirements are recommended on all collectors and arterials in Aiken County, as well as local roads that provide important pedestrian connections. This Plan recommends that Aiken County and its municipalities adopt a sidewalk ordinance (as described in Chapter 6), invest in high priority pedestrian areas (as described in Chapter 8), and incorporate sidewalks into all new collector and arterial road construction projects to meet the needs of current and future pedestrian activity.

Figure 7-1: North Augusta and Burnettown

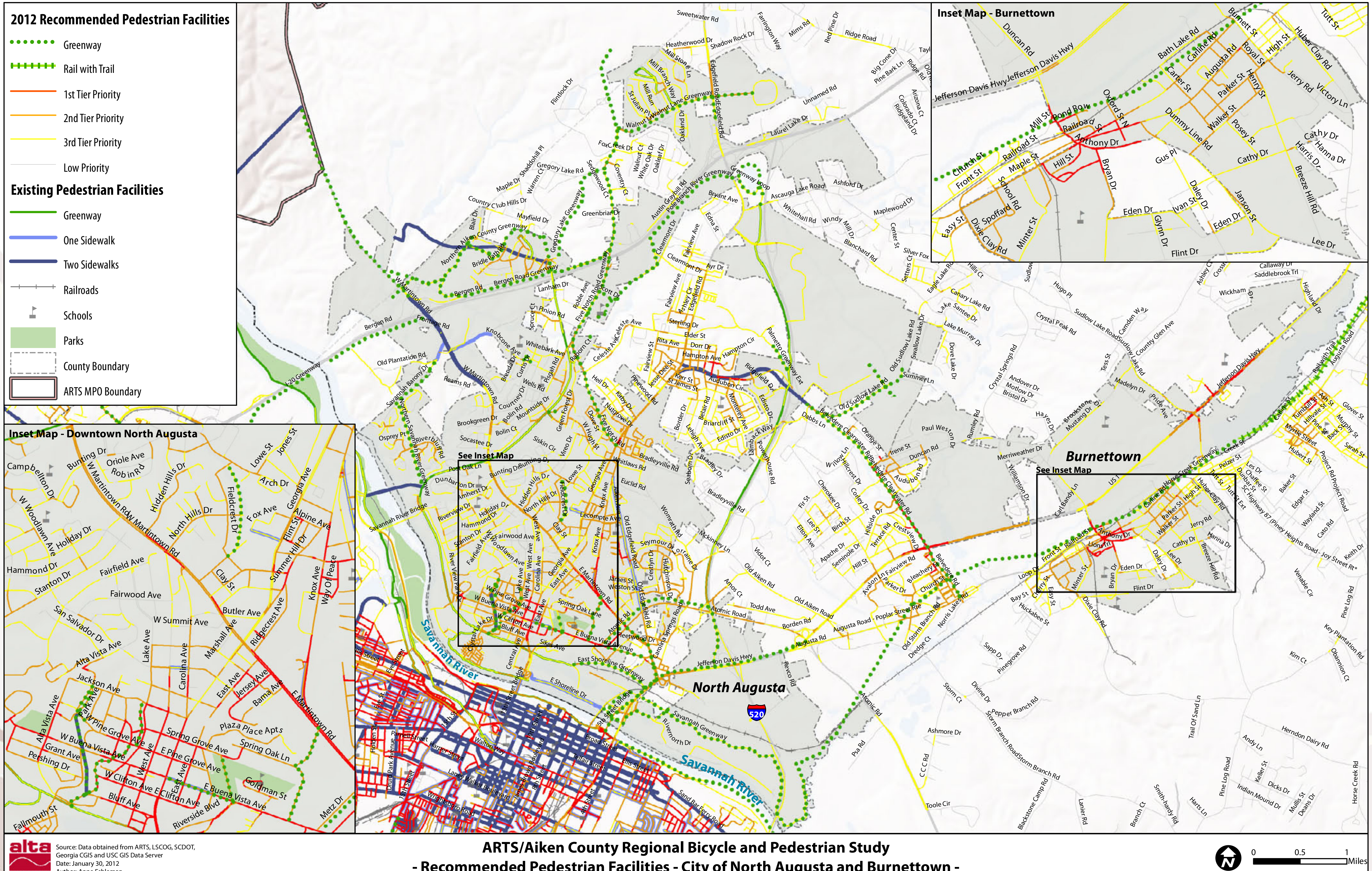
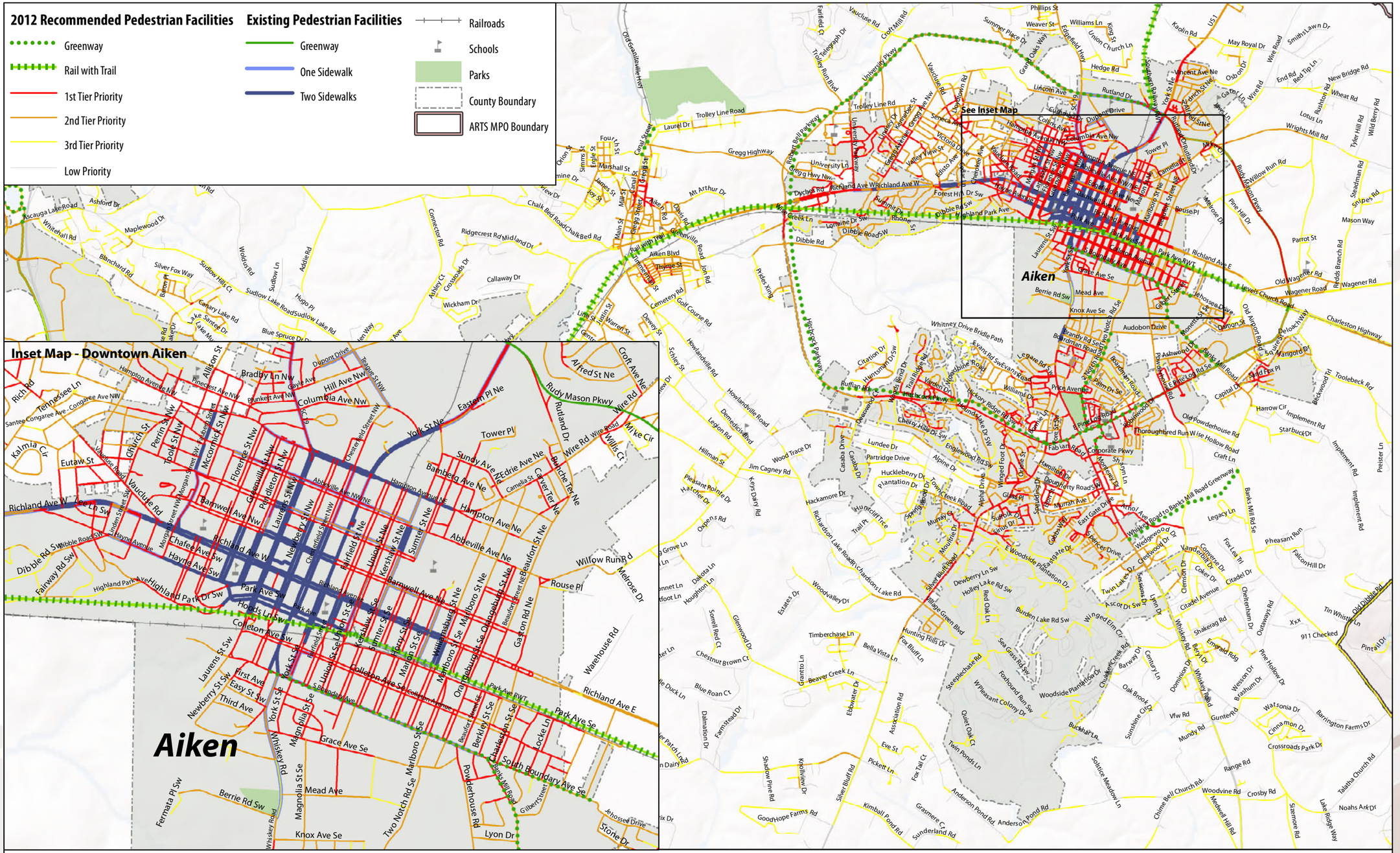


Figure 7-2: City of Aiken



Source: Data obtained from ARTS, LSCOG, SCDOT, Georgia CGIS and USC GIS Data Server
Date: January 30, 2012
Author: Anne Eshleman

ARTS/Aiken County Regional Bicycle and Pedestrian Study
- Recommended Pedestrian Facilities - City of Aiken -

0 0.5 1 Miles

Recommended Bikeway Network

The recommended bikeway network for the urbanized area of Aiken County represents a comprehensive set of existing and proposed bicycle transportation facilities. In total, there are approximately 378.92 miles of recommended bicycle facilities, as shown in Table 7-3, that range from signed bicycle routes to separated greenways. The proposed improvements are intended to make bicycling more comfortable and accessible for bicyclist of all skill levels and trip purposes.

The following sections of this chapter include 1) how the network was designed; 2) network maps of the urbanized area of Aiken County; and 3) projects recommended for further review. Priority projects are identified in Chapter 8, as part of the regional implementation plan.

Bikeway Network Development

The bicycle facility network was designed by first assembling all existing bicycle-related recommendations and information from current plans and studies. Secondly, a thorough analysis with geographic information systems (GIS) and fieldwork was conducted to examine roadways for recommendations. The assembled information was then presented to the public, local government staff, the Steering Committee, and various project stakeholders. Together, the input from these groups helped to inform the overall network design; through writing and drawing on input maps, filling-out comment forms, direct dialogue, and e-mailed comments.

A variety of bicycle facilities are recommended due to 1) the range of skill and comfort levels involved in bicycling; 2) the range of conditions for bicycling on different roadway environments; and 3) local preferences identified through the public input process. These recommendations are at a planning level only and will require further analysis before implementation.

The recommended bicycle network is made up of five core types of bicycle facilities: **paved shoulders, shared lane markings, bicycle lanes** (including buffered bicycle lanes), **bicycle routes, and greenways** (including multi-use paths). The recommended strategies for implementing the proposed facilities include road widening, lane narrowing, lane reconfiguration, parking reduction, adding markings/signage, and new construction. Descriptions and standards for each facility type and implementation strategy are described in detail in the Design Guidelines provided in Appendix E.

Figures 7-3 through 7-5 shows the existing and proposed bikeway network and Table 7-4 through Table 7-9 list the bikeways by type and mileage. The proposed bikeways were developed with consideration for roadway widths, traffic volumes and speeds, and connections to destinations.

Table 7-3: Recommended Projects Summary

Facility Type	Total Mileage of Recommended Projects
Bicycle Lanes & Buffered Bicycle Lanes	52.85
Roadways with Shared-Lane Markings	5.97
Bicycle Routes	48.04
Paved Shoulders	198.16
Greenways, Multi-use Paths, & Rails with Trails	73.90
Total Recommended Greenway and Bikeway Network	**378.92**

Bikeway Network Facility Types

*Roadways with **Paved Shoulders** (4' or greater) are wide enough for safe and comfortable bicycle travel.*

***Bicycle Lanes** are separate lanes within the right of way and travel way of a road designated exclusively for bicycles.*

***Shared Lane Markings** indicate to motorists that bicycles have an equal right to the roadway and can designate where bicyclists should ride in the roadway.*

***Bicycle Routes** are usually designated by strategic signage and can include traffic calming measures and other treatments on low-speed and residential streets.*

***Bicycle Lanes** are separate lanes within the right of way and travel way of a road designated exclusively for bicycles.*

***Greenways** (including multi-use paths) are paths designated for pedestrian and bicycle travel with an exclusive right of way.*

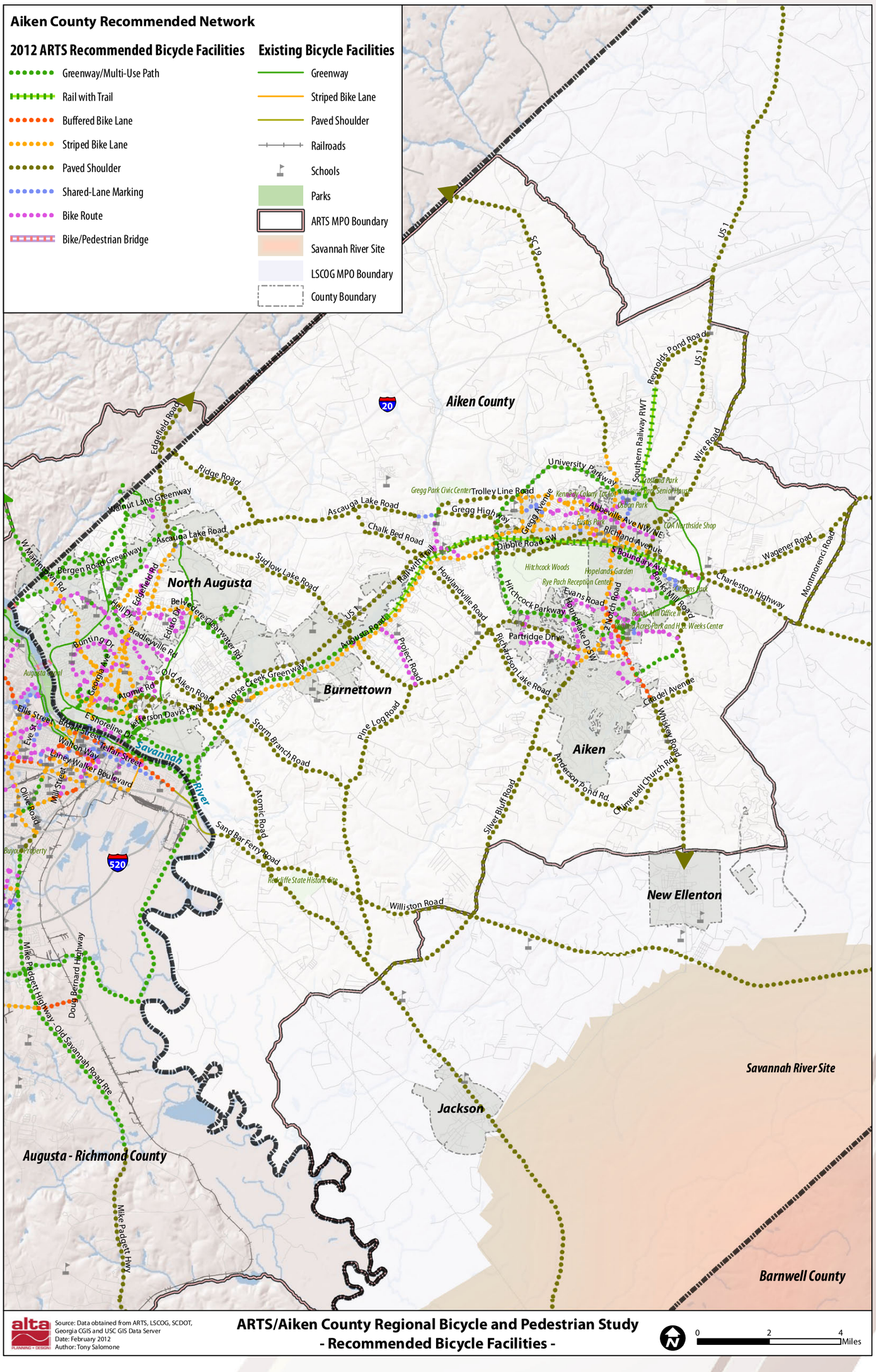


Figure 7-3: Aiken County Proposed and Existing Bicycle Network

Figure 7-4: Aiken and Burnettown Proposed and Existing Bicycle Network

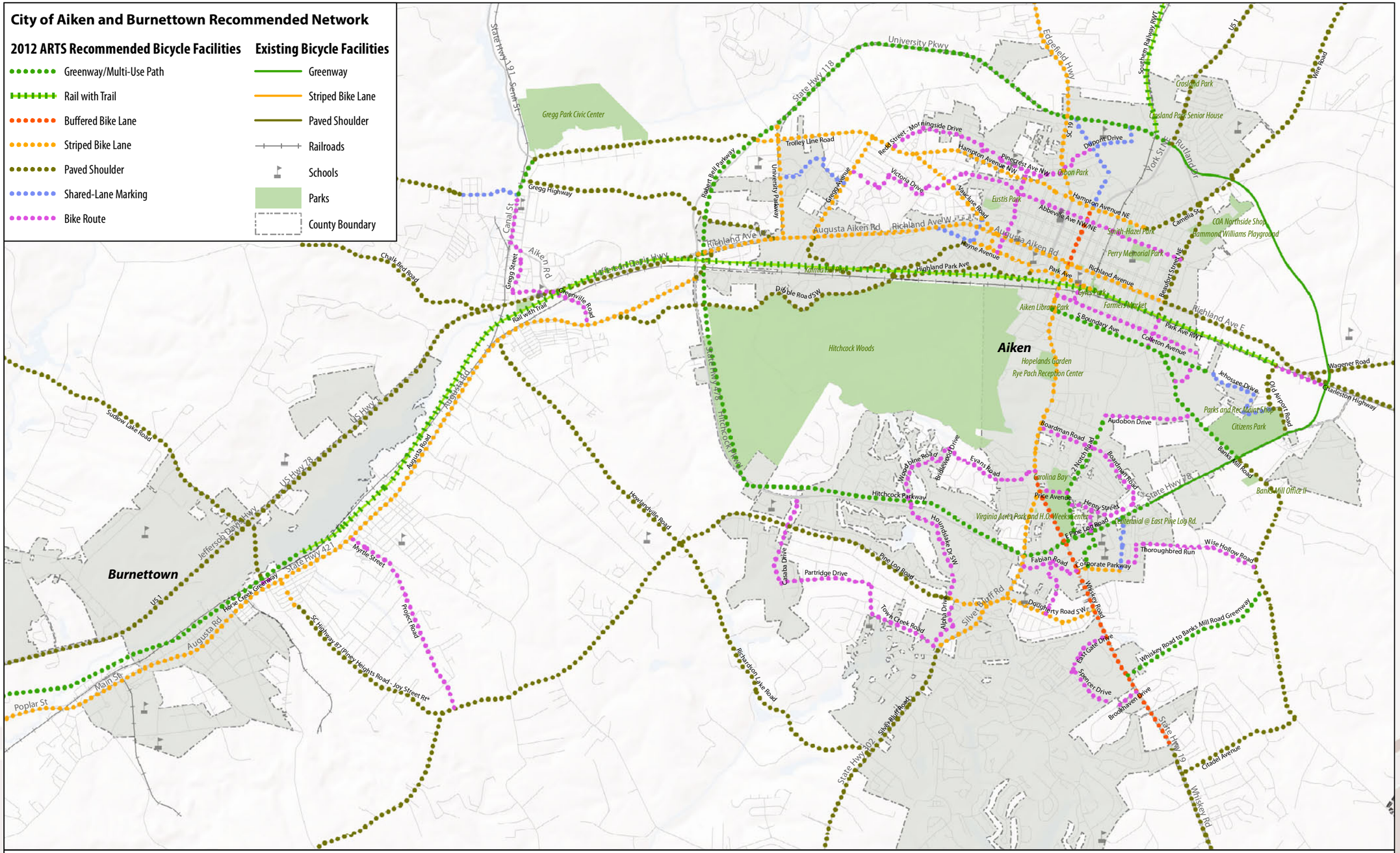
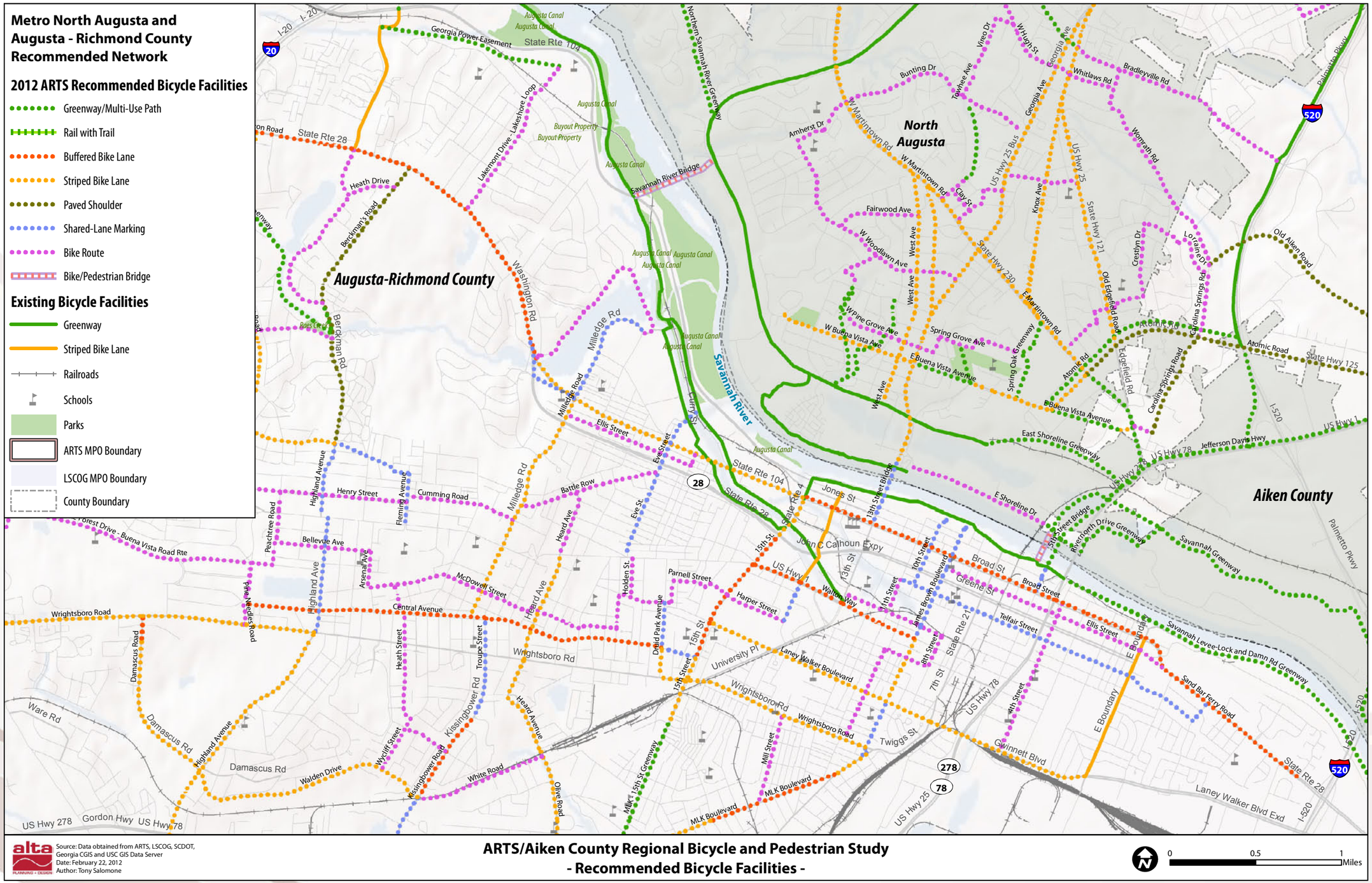


Figure 7-5: North Augusta and Augusta Metro Area Existing and Proposed Bicycle Networks



Recommended Bicycle Lanes

Bicycle lanes provide a signed, striped, and stenciled lane for one-way travel on both sides of a roadway. Bicycle lanes are often used by commuters, bicycle enthusiasts, and casual riders (if on lower volume and lower speed roadways). Bicycle lanes are often recommended on roadways with moderate traffic volumes and speeds and where separation of users facilitates safer operation.

On higher volume roadways that serve as important connections in the bikeway network, this Plan recommends Buffered Bicycle Lanes, as shown in Table 7-4. Buffered Bicycle Lanes provide additional separation between the bicyclist and motor vehicle traffic.

A total of 52.85 miles of Bicycle Lanes and Buffered Bicycle Lanes are recommended for the urbanized area of Aiken County. Further detail regarding the application of Bicycle Lanes and Buffered Bicycle Lanes is provided in the Design Guidelines of this Plan, found in Appendix E.

Table 7-4: Recommended Bicycle Lanes

Corridor	From	To	Facility Type	Implementation Strategy	Length (mi)
Chesterfield Street NW	Hampton Avenue NW	Richland Avenue	Buffered Bike Lane	Lane Narrowing	0.58
Whiskey Road	Kings Grant Drive	Powderhouse Road	Buffered Bike Lane	Road Widening	2.82
Piney Heights Road - Joy Street (SC Highway 87)	Nettie Lane	Highway 421	Bike Lane	Lane Narrowing	0.27
Augusta Road	Stadium Circle	Storm Branch Road	Bike Lane	Lane Narrowing	7.28
Carolina Ave	Georgia Avenue	W Marintown Road	Bike Lane	Lane Narrowing	0.79
Chesterfield Street NW	Richland Avenue	Whiskey Road	Bike Lane	Lane Narrowing	0.55
Corporate Parkway	Whiskey Road	Centennial Avenue	Bike Lane	Lane Narrowing	0.40
Hampton Avenue NE	Camille Street	Greenville Street NW	Bike Lane	Lane Narrowing	0.42
Hayne Avenue	Park Avenue	Linden Street SW	Bike Lane	Lane Narrowing	0.62
Pine Log Road	Houndslake Drive	Silver Bluff Road	Bike Lane	Lane Narrowing	0.41
Richland Avenue	Vaucluse Drive	Beaufort Street NE	Bike Lane	Lane Narrowing	1.65
Silver Bluff Road	Pine Log Road	Indian Creek Trail	Bike Lane	Lane Narrowing	1.19
Vaucluse Road	Trolley Line Road	Richland Ave	Bike Lane	Lane Narrowing	1.06
W Buena Vista Ave	Georgia Avenue	Georgetwon Drive	Bike Lane	Lane Narrowing	0.81
W Martintown Rd	I-20 On Ramps (South)	I-20 On Ramps (North)	Bike Lane	Lane Narrowing	0.52
Waterloo Street	Hayne Avenue	Richland Avenue	Bike Lane	Lane Narrowing	0.14
West Ave	W Marintown Road	End of West Ave	Bike Lane	Lane Narrowing	1.38
Whiskey Road	Boardman Road	Kings Grant Drive	Bike Lane	Lane Narrowing	1.52
Park Ave	Union Street	Highland Park Avenue	Bike Lane	Parking Reduction	0.58

Corridor	From	To	Facility Type	Implementation Strategy	Length (mi)
Augusta Road	Hitchcock Parkway	Stadium Circle	Bike Lane	Road Diet	1.38
Atomic Rd	E Buena Vista Avenue	Martintown Road	Bike Lane	Road Widening	0.30
Belvedere Clearwater Rd	Edgefield Road	Palmetto Parkway	Bike Lane	Road Widening	1.70
Celeste Ave	Five Notch Road	Edgefield Road	Bike Lane	Road Widening	1.36
Dougherty Road SW	Whiskey Road	Silver Bluff Road	Bike Lane	Road Widening	0.90
E Buena Vista Avenue	Atomic Road	Riverside Blvd	Bike Lane	Road Widening	0.50
E Martintown Rd	Georgia Avenue	Atomic Road	Bike Lane	Road Widening	0.96

Recommended Roadways with Shared-Lane Markings

Roadways with Shared Lane Markings (SLMs), or Sharrows, are bicycle routes with stencils in the travel lane for bicycle accommodation. This plan recommends Sharrows be used on bikeway corridors where there are narrow travel lanes, high parking turn over, when bicyclists may need assistance with lane positioning, and where drivers may need additional notice to expect bicyclists regardless of the auto parking configuration. Sharrows will improve bicyclist mobility and access while increasing driver and bicyclist awareness. For all Roadways with Shared-Lane Markings, the implementation strategy is to add pavement markings.

As shown in Table 7-5, a total of 5.97 miles of roadways with Shared-Lane Markings are recommended for the urbanized area of Aiken County. Further detail regarding the purpose and application of Sharrows is provided in the Design Guidelines of this Plan, found in Appendix E.

Table 7-5: Recommended Roadways with Shared Lane Markings

Corridor	From	To	Length (mi)
13th Street Bridge	13th St bike lane on SC side of Savannah River	Broad Street on GA side of Savannah River	0.38
Aiken Street - 2nd Street	Canal Street	Ergle Street	0.53
Ascauga Lake Road	100 yards east of Whitehall Road	Edgefield Road	0.13
Ascauga Lake Road	100 yards east of Whitehall Road	Edgefield Road	0.25
Centennial Avenue	Corporate Parkway	E Pine Log Road	0.50
Chesterfield Street NW	Columbia Avenue	Hampton Avenue NW	0.32
Damon Street	Jehossee Dr.	Old Airport Rd.	0.66
Dupont Drive	Rutland Drive	Teague St NW	0.49
Hayne Avenue	Linden Street SW	Richland Avenue	0.35
Hudson Road	Medical Park Drive	Gregg Avenue	0.32
Jehossee Drive	Cherokee St SE	Damon St.	0.26
Linden Street SW	Hayne Ave SW	Vaucluse Road	0.23
Medical Park Drive	Hudson Road	University Parkway	0.47
S Boundary Ave	Cherokee St SE	Old Airport Road	0.46
Teague St NW	Rutland Drive	Columbia Avenue NW	0.62

Recommended Bicycle Routes

Bicycle Routes provide for shared roadway use and are generally only identified with signing. Bicycle Routes may have a wide travel lane or shoulder that allow for parallel travel with automobiles, or they may be a typical residential street with very low traffic volumes and speeds.

The recommended Bicycle Routes provide connections through residential areas connecting residents to schools, retail districts, and other community destinations, typically without having to travel on main arterial roadways. Table 7-6 lists the recommended Bicycle Routes of this Plan. For all routes, the implementation strategy is adding signage.

The Bicycle Route network recommended for the urbanized area of Aiken County totals 48.04 miles. Further detail regarding the purpose and application of a Bicycle Route network is provided in the Design Guidelines of this Plan, found in Appendix E.

Table 7-6: Recommended Bicycle Routes

Corridor	From	To	Length (mi)
Abbeville Ave NW/NE	Congaree Ave NW	Beaufort Street NE	2.15
Aiken Road - Canal Street	Gregg Street	2nd Street	0.57
Alpha Drive	Pine Log Road	Seven Oaks Drive	0.25
Alta Vista Ave	Mokateen Avenue	W Woodlawn Avenue	0.21
Amherst Drive	W Woodlawn Avenue	Bunting Drive	0.18
AP Nivens St	Aiken Road	Gregg Street	0.35
Assembly Street	Washington Circle	Congress Drive	0.06
Audobon Drive	Banks Mill Road	Two Notch Road	0.81
Austin St	Weston Street	Crestlyn Drive	0.19
Baker Street	Project Road	Myrtle Street	0.05
Beaufort Street SE	Park Ave SE	S Boundary Street	0.28
Boardman Road	Henry Street	Whiskey Road	1.19
Bradleyville Rd	Knox Avenue	Palmetto Parkway	1.42
Bridlewood Drive	Evans Road	Woodbine Road	0.16
Brookhaven Drive	Whiskey Road	Spencer Drive	0.24
Bunting Dr	Amherst Drive	End of Bunting Drive	1.37
Carolina Springs Rd	Atomic Road	Lorraine Drive	0.39
Casaba Drive	Partridge Drive	Pine Log Road	0.56
Cascade Dr	Cadada Court	Green Forest Drive	0.08
Cherry Laurel Dr	Walnut Drive	Oakland Drive	0.17
Clay St	Hampton Avenue	Observatory Avenue	0.15
Clearmont Dr	Wooden Ave	Edgefield Road	0.53
Colleton Avenue	Timberlane Road	Chesterfield Street NW	1.44
Collier Street	Henry Street	E Pine Log Road	0.21
Concord Ave	Observatory Ave	Sidereal Ave	0.09
Congress Drive	Assembly Street	Tennessee Ave NW	0.22
Crestlyn Dr	Austin Street	Seymour Drive	0.43
Depot Road - Carline Road	Hwy 421	Langley Dam Road	0.12
Dove Ave	Vireo Drive	W Hugh Street	0.11
Dupont Drive	Teague Street	Gayle Ave	0.26

Corridor	From	To	Length (mi)
E Hugh St	Georgia Avenue	Knox Drive	0.09
E Pine Grove Ave	Georgia Avenue	East Avenue	0.09
E Shoreline Drive	Landing Drive	End of Shoreline Drive	0.88
E Town Drive	Spring Grove Avenue	Spring Oak Lane	0.05
East Ave	E Pine Grove Ave	Spring Grove Lane	0.10
East Gate Drive	Spencer Drive	Whiskey Road	0.55
Edisto Ave	Victoria Drive	Santee Congaree Ave	0.11
Edisto Drive	Monterey Avenue	Ridgefield Drive	0.55
Evans Road	Hitchcock Drive SW	Bridlewood Drive	0.91
Evelyn Lane	Edgefield Road	Fairview Street	0.15
Fabian Road	Ola Hitt Lane	Silver Bluff Road	0.49
Fairfield Street	Colleton Avenue	Park Avenue	0.16
Fairlane Drive	Pinewood Road	Proposed Pressley Avenue Extension	0.05
Fairview Ave	Johnson Road	Clearmont Drive	0.44
Fairview St	Evelyn Lane	Celeste Avenue	0.57
Fairwood Ave	W Woodlawn Avenue	West Ave	0.49
Future Roadway	Old Plantation Road	W Marintown Road	0.13
Gayle Ave	Dupont Drive	Laurens Street NW	0.11
Gilbert Street	Banks Mill Road	S Boundary Avenue	0.25
Green Forest Drive	Cascade Drive	Knotty Pine Drive	0.29
Greenville Road	Jefferson Davis Hwy	Augusta Road	0.50
Gregg Street	AP Nivens Street	Aiken Road	0.40
Hampton Ave	W Marintown Road	Clay Street	0.08
Haskell Rd	Lehigh Avenue	Palmetto Avenue	0.09
Heil Dr	Five Notch Road	Pressley Avenue	0.29
Henry Street	Collier Street	Boardman Road	0.63
Hitchcock Drive SW	Whiskey Road	Evans Road	0.08
Holly Lane	Floyd Ave	Carolina Springs Road	0.11
Houndslake Dr SW	Varden Dr	Pine Log Road	1.03
Huntsman Drive SW	Hitchcock Parkway	Pine Log Road	0.28
Johnson Rd	Celeste Avenue	Fairview Avenue	0.38
Knobcone Ave	W Marintown Road	Pisgah Road	1.29
Knollwood Blvd	Pisgah Road	White Pine Drive	0.17
Knotty Pine Drive	Green Forest Drive	White Pine Drive	0.17
Lamar Lane - Kalmia Forest Drive	Wildwood Drive	Valley Road	0.11
Laurens St	E Marintown Road	Yardley Drive	0.25
Lecompte Ave	Georgia Avenue	Old Edgefield Road	0.43
Lehigh Ave	Haskell Road	Kerr Street	0.15
Levels Church Road	Old Airport Road	120' NW of Pine Log Road	0.48

Corridor	From	To	Length (mi)
Lorraine Drive	Seymour Drive	Womrath Road	0.31
Mokateen Ave	Jackson Avenue	Alta Vista Avenue	0.13
Monterey Ave	Edisto Drive	Rhomboid Place	0.45
Morgan Street NW-Morgan Street SW - Fauberg Street	Pinecrest Avenue	Hayne Avenue	0.80
Myrtle Street	Baker Street	Hwy 421	0.47
Neilson Street	Pawnee Connector	Dougherty Road	0.27
Oak Street	Valley Road	Victoria Drive	0.16
Oakland Dr	Redbud Drive	Cherry Laurel Drive	0.24
Observatory Ave	W Marintown Road	Concord Avenue	0.18
Ola Hitt Lane	Whiskey Road	Fabian Road	0.09
Old Plantation Road	Plantation Drive	W Marintown Road	0.21
Palmetto Ave	Haskell Road	Rhomboid Place	0.14
Partridge Drive	Town Creek Road	Casaba Drive	0.86
Pawnee Connector	Pawnee Road	Neilson Street	0.20
Pawnee Road	E Pine Log Road	Pawnee Connector	0.22
Photinia Drive	Thoroughbred Run	Centennial Avenue	0.30
Pinecrest Ave NW	Plunkett Ave NW	Washington Circle	0.41
Pinewood Rd	Edgefield Road	Fairlane Drive	0.25
Pisgah Rd	Knollwood Blvd	Knobcone Avenue	0.05
Plunkett Ave NW	Laurens Street NW	Pinecrest Ave NW	0.21
Possible Road	Clay Street	555 Feet North of Clay Street	0.11
Pressley Avenue - Pressley Avenue Ext	Heil Drive	Fairlane Drive	0.46
Price Avenue	Two Notch Road	Whiskey Road	0.25
Project Road	E Pine Log Road	Baker Street	1.41
Redd Street - Morningside Drive	Tennessee Ave NW	Trolley Line Road	0.73
Rhomboid Place	Monterey Avenue	Palmetto Avenue	0.22
Ridgefield Dr	Belvedere Clearwater Road	Edisto Drive	0.48
Santee Congaree Ave - Congaree Ave NW	Edisto Ave	Abbeville Ave NW	0.38
Seven Oaks Drive	Alpha Drive	Town Creek Road	0.26
Seymour Drive	Crestlyn Drive	Lorraine Drive	0.23
Sidereal Ave	Concord Avenue	Georgia Avenue	0.11
Spencer Drive	Brookhaven Drive	East Gate Drive	0.48
Spring Grove Ave	E Town Drive	East Avenue	0.21
Spring Oak Lane	End of Spring Oak Lane	E Town Drive	0.27
St James St	Edgefield Road	Lehigh Avenue	0.35
Thoroughbred Run	Powderhouse Road	Photinia Drive	0.59
Towhee Ave	Bunting Drive	Vireo Drive	0.17
Town Creek Road	Seven Oaks Drive	Partridge Drive	0.95

Corridor	From	To	Length (mi)
Valley Road	Kalmia Forest Drive	Oak Street	0.05
Varden Road	Woodbine Road	Houndslake Drive	0.10
Victoria Drive	Oak Street	Edisto Ave	0.34
Vireo Drive	Towhee Avenue	Dove Avenue	0.34
W Hugh St	Green Forest Dr	Georgia Avenue	0.68
W Pine Grove Ave	Park Avenue	Carolina Avenue	0.47
W Woodlawn Ave	Amherst Drive	Georgia Avenue	1.37
Washington Circle	Pincrest Ave NW	Assembly Street (northside of W. Circle)	0.22
Weston St	Yardley Drive	Austin Street	0.13
White Pine Dr	Knollwood Blvd	Knotty Pine Drive	0.12
Whitlaws Rd	Knox Ave	Womrath Road	0.27
Wildwood Drive	Gregg Ave	Lamar Lane	0.20
Wise Hollow Road	Banks Mill Road	Powderhouse Road	0.54
Womrath Rd	Bradleyville Road	Lorraine Drive	1.38
Woodbine Road	Bridlewood Drive	Varden Road	0.59
Yardley Dr	Laurens Street	Weston Street	0.07

Recommended Paved Shoulders

Paved shoulders are a type of separated bikeway, which uses signage and striping to delineate the right-of-way assigned to bicyclists and motorists. Typically found in less dense areas, paved shoulders are paved roadways with striped shoulders wide enough for bicycle travel (generally four to six feet wide). The implementation strategies applicable to the paved shoulder facilities recommended in this Plan are roadway widening, lane narrowing, and parking reduction.

This Plan recommends 198.16 miles of paved shoulders for the urbanized area of Aiken County, as shown in Table 7-7. Further detail regarding the development of a greenway network is provided in the Design Guidelines of this Plan, found in Appendix E.

Table 7-7: Recommended Paved Shoulders

Corridor	From	To	Length (mi)
Storm Branch Road	Pine Log Road	Augusta Road	4.73
Anderson Pond Road	Silver Bluff Road	Chime Bell Church Road	3.50
Ascauga Lake Road	Ergle Street	100 yards east of Whitehall Road	6.93
Atomic Road	Martintown Road	ARTS Boundary	11.47
Augusta Road	Hitchcock Parkway	Richland Avenue	1.32
Augusta Road - Poplar Street	Stadium Circle	Atomic Road	1.20
Banks Mill Road	E Pine Log Road	Citadel Drive	2.67
Beaufort Street NE	Camillia Street	Park Ave SE	1.12
Breezy Hill Road	Ascauga Lake Road	Chalk Bed Road	0.73
Camelia St	Beaufort Street NE	Hampton Avenue NE	0.57
Carolina Springs Road	Atomic Road	E Buena Vista Avenue	0.63
Chalk Bed Road	Breezy Hill Road	Main Street	1.95

Corridor	From	To	Length (mi)
Charleston Highway	Old Wagener Road	Montmerenci Road	3.19
Chime Bell Church Road	Anderson Pond Road	Whiskey Road	2.59
Citadel Avenue	Banks Mill Road	Whiskey Road	1.18
Dibble Road SW	Hayne Ave SW	Augusta Road	3.62
Gregg Highway	Richland Avenue W	Canal Street	2.46
Highland Park Ave	Park Avenue SW	Laurel Drive	3.87
Howlandville Road	Pine Log Road	Augusta Road	2.52
Jefferson Davis Hwy	Hitchcock Pkwy	GA/SC Line	12.26
Langley Dam Road	Carline Road	Sudlow Lake Road	0.58
Laurel Drive - Summit Drive - Spring Drive – Meadow Drive	Highland Park Avenue	Richland Ave	0.70
Montmorenci Road	Wagener Road	Charleston Highway	3.59
Old Aiken Road	Augusta Road	Carolina Springs Road	2.01
Old Airport Road	Park Ave SE	E Pine Log Road	0.74
Pine Log Road	Atomic Road	Houndslake Drive	14.22
Piney Heights Road - Joy Street (SC Highway 87)	Pine Log Road	Nettie Lane	1.74
Reynolds Pond Road	Southern Railway RWT (Proposed)	US 1	2.10
Richardson Lake Road	Silver Bluff Road	Pine Log Road	2.85
Richland Avenue	Beaufort Street NE	Old Wagener Road	1.27
Ridge Road	Ascauga Lake Road	Edgefield Road	3.61
Sand Bar Ferry Road	SC/GA border	Easternmost ARTS boundary	1.82
SC 19	Shilo Heights Road	Aiken/Edgefield County Line	9.17
Silver Bluff Road	Indian Creek Trail	Atomic Road	12.13
Sudlow Lake Road	Langley Dam Road	Ascauga Lake Road	4.60
Trolley Line Road	University Parkway	Canal Street	2.07
US 1	Abbeville Avenue	Aiken County Line	24.35
US 1	Old Aiken Rd	Augusta Road	9.68
US 1	Rutland Drive	ARTS Boundary	6.80
Wagener Road	Richland Avenue E	Montmorenci Road	5.07
Whiskey Road	Powderhouse Road	ARTS Boundary (South)	4.33
Williston Road	Sand Bar Ferry Road	ARTS Bondary	5.97
Wire Road	Beaufort Street NE	ARTS boundary	6.09
Edgefield Road	Ascauga Lake Road	ARTS Boundary (Edgefield County)	4.17

Recommended Greenways

Greenways are facilities separated from roadways for use by bicyclists and pedestrians. These corridors offer excellent transportation and recreation opportunities for bicyclists of all ages and skills. As identified in Table 7-8, the greenways recommended in this Plan may be constructed outside of a roadway right-of-way, such as along greenbelts, rivers, utility corridors, or in parks. Other types of greenways may be constructed within a roadway corridor (listed as "Multi Use Path), along a new or existing bridge (listed as "Greenway Bridge"), or within the right-of-way of an active rail line (listed as "Rail with Trail"). This category includes the facilities termed "Greeneways" in North Augusta, which are greenways named in honor of former Mayor Thomas Greene.

A total of 73.90 miles of greenways are recommended for the urbanized area of Aiken County. Further detail regarding the development of a greenway network is provided in the Design Guidelines of this Plan, found in Appendix E.

Table 7-8: Recommended Greenways

Corridor	From	To	Greenway Type	Length (mi)
Amy Circle Greenway	Amy Circle	376' North of Amy Circle	Greenway	0.07
East Shoreline Greenway	River Club Lane	Jefferson Davis Hwy	Greenway	0.98
Fox Creek Greenway	Fox Creek	Northern Aiken County Greenway	Greenway	0.33
Greenway Loop	Edgefield Road	Ascauga Lake Road	Greenway	1.15
Gregory Lake Greenway	Gregory Lake Road	Approx 1 Mile S of Gregory Lake Road	Greenway	1.06
Horse Creek Greenway	Langley Dam Road	Savannah River	Greenway	3.29
Knobcone Greenway Loop	Curtis Drive	Lodgepole Avenue	Greenway	0.22
Northern Savannah River Greenway	Existing Greenway (River Oak Drive)	Savanah Barony Drive	Greenway	0.96
Palmetto Greenway	Atomic Road	Jefferson Davis Hwy	Greenway	0.60
Palmetto Greenway Ext	Existing Palmetto Greenway	1659' N of Palmetto Greenway	Greenway	0.31
Savannah Greenway	Goodrich Street	Horse Creek	Greenway	2.89
Savannah River Greenway	Gordon Highway	East Shoreline Drive	Greenway	0.25
Whiskey Road to Banks Mill Road Greenway	Whiskey Road	Banks Mill Road	Greenway	1.52
E Martintown Road	Atomic Road	E Buena Vista Avenue	Multi Use Path	0.42
S Aiken Lane	E Pine Log Road	Corporate Parkway	Multi Use Path	0.41
Atomic Rd	Buena Vista Ave	Palmetto Parkway	Multi Use Path	1.32
Belvedere Road - Belvedere Clearwater Road	Palmetto Parkway	Augusta Road	Multi Use Path	2.74
Bergen Road Greenway	1000 Feet West of I-20 on ramp	Five Notch Road	Multi Use Path	2.11

Corridor	From	To	Greenway Type	Length (mi)
Brookside Avenue Greenway	E Buena Vista Avenue	Spring Grove Avenue	Multi Use Path	0.23
Cascade Drive Greenway	Cascade Drive	Springwood Drive	Multi Use Path	0.10
Crystal Lake Drive/ Mokateen Avenue Greenway	Bluff Avenue	Jackson Avenue	Multi Use Path	0.76
E Buena Vista Avenue	Floyd Ave	Atomic Road	Multi Use Path	0.42
E Buena Vista Avenue	Riverside Blvd	Georgia Avenue	Multi Use Path	0.35
E Martintown Rd	E Buena Vista Avenue	Marintown Road	Multi Use Path	0.10
E Pine Log Road	Silver Bluff Road	Trailwood Avenue	Multi Use Path	1.27
Edgefield Road Greenway	Walnut Lane	Austin Graybill Road	Multi Use Path	0.31
Five Notch Road Greenway	Knox Road	End of Five Notch Road	Multi Use Path	4.60
Gregory Lake Road Greenway	Sedgewood Court	Five Notch Road	Multi Use Path	0.16
Hitchcock Parkway	US 1	Whiskey Road	Multi Use Path	4.85
I-20 Greenway	Riverwatch Parkway	W. Marintown Road	Multi Use Path	2.05
Jefferson Davis Hwy	Marintown Road	Revco Road	Multi Use Path	1.86
Lake Avenue Greenway	Terrace Avenue	Jackson Avenue	Multi Use Path	0.73
Martintown Rd	E Buena Vista Avenue	Jefferson Davis Hwy	Multi Use Path	0.26
Nims Branch River Greenway	1500' N of Old Sudlow Lake Rd	790' S of Old Sudlow Lake Rd	Multi Use Path	0.46
Northern Aiken County Greenway	Bergen Road	Edgefield County	Multi Use Path	2.75
Old Sudlow Lake Rd	Belvedere Clearwater Road	750 Feet North of Summer Lane	Multi Use Path	1.08
Plantation Dr	Savannah Barcony Drive	Old Plantation Road	Multi Use Path	0.14
Pole Branch River Greenway	Ponderosa Drive	Edgefield Road	Multi Use Path	2.46
Possible Road Greenway	Hampton Avenue	Fieldcrest Drive	Multi Use Path	0.48
Rivernorth Drive Greenway	Proposed Bobby Jones Greenway	End of Rivernorth Drive	Multi Use Path	0.64
Robert Bell Parkway	University Parkway	US 1	Multi Use Path	1.46
S Boundary Ave	Chesterfield St NW	Cherokee St SE	Multi Use Path	1.59
Savannah Barony Dr	Wildmeade Court	Plantation Drive	Multi Use Path	0.58
Scott Drive Greenway	Madison Road	Five Notch Road	Multi Use Path	0.21
Spring Oak Greenway	Buena Vista Avenue	Marintown Road	Multi Use Path	0.55
University Parkway	Robert M Bell Parkway	SC 19	Multi Use Path	4.11
Walnut Lane Greenway	Five Notch Road	Edgefield Road	Multi Use Path	1.56

Corridor	From	To	Greenway Type	Length (mi)
Canal Street	Trolley Line Road	2nd Street	Multi Use Path	0.35
Two Notch Road	Audobon Road	E Pine Log Road	Multi Use Path	1.21
Banks Mill Road	S Boundary Ave	E Pine Log Road	Multi Use Path	1.24
Active Rail Line	Greenville Road	Park Avenue	Rail with Trail	4.97
Levels Church Road RWT	120' NW of E Pine Log Road	Levels Church Road	Rail with Trail	0.05
Park Ave RWT	Old Airport Road	Union Street	Rail with Trail	1.87
Langley Pond RWT	State Highway 70	Langley Dam Road	Rail with Trail	3.42
Southern Railway RWT	Rutland Drive	Reynolds Pond Road	Rail with Trail	3.08
Greenway Bridge			Greenway Bridge	0.19
I-20 Greenway	Riverwatch Parkway	W. Marintown Road	Multi Use Path Bridge	0.26
Savannah River Bridge Near Riverwatch	Riverwatch Parkway	Riveroak Drive	Greenway Bridge	0.51

Bikeway Projects Recommended for Further Study

The urbanized area of Aiken County is delineated by a number of high-volume, relatively high-speed commercial arterials, which provide challenging conditions for cyclists attempting to move along or across these corridors. The corridors are characterized by 5- to 7-lane cross-sections and traffic volumes on these roadways tend to be high. These corridors also are the location of many primary local and regional destinations and provide critical north-south and east-west connectivity. These corridors were also named as priority locations for bicycling improvements by participants in the public input process of this plan (see Chapter 5 for further information). Table 7-9 lists corridors recommended for further study.

Table 7-9: Corridors Recommended for Further Study

Corridor	From	To	Recommended Facility Type	Length (mi)	ADT
Richland Avenue	Vaucluse Drive	Hitchcock Parkway	Striped Bike Lane	3.79	12400-19600
Whiskey Road	Boardman Road	Kings Grant Drive	Striped Bike Lane	1.51	15400-19300
Whiskey Road	Kings Grant Drive	Powderhouse Road	Buffered Bike Lane	2.82	15400-36000

At a minimum, this plan recommends that bicycle lanes be implemented on these roadways. However, bike lanes alone will provide very little comfort for most cyclists on roadways of this nature. Higher order bicycle facilities that provide greater separation between bicyclists and motor vehicles would be more appropriate (such as buffered bike lanes). Planning and design for these corridors could include access management approaches to limit the number and spacing of driveways and turning locations; land use policies to facilitate more bicycle- and pedestrian-friendly development patterns; connectivity improvements to provide additional parallel route options; travelway designs that are more appropriate to an urban context; and speed reduction measures for motor vehicle travel.

Additionally, a number of corridors identified for bikeway facilities in this Plan present an opportunity for implementation through lane reconfiguration, which is also commonly known as a "road diet" (see page 67 of Appendix E: Design Guidelines). Road diets typically involve reducing

the number of travel lanes (from a four-lane road to a two-lane road with center turn lane, for example) allowing adequate space for bicycle lanes. Road diets also have traffic calming and safety benefits. A report by the Federal Highway Administration documents lower pedestrian crash risk when crossing two- or three-lane roads, as compared to roads with four or more lanes.[2] Additionally, a reduction in travel lanes does not necessarily result in a reduction in motor vehicle traffic volumes and in some cases leads to an increase in ADT (East Boulevard in Charlotte, NC, as one example). Research shows that roadways with an ADT under 18,000 are prime candidates for road diets. A recent FHWA study of road diet streets in California, Iowa, and Washington found that increased congestion might occur for streets over 20,000 ADT.

This Plan recommends that Aiken County and the City of Aiken coordinate with ARTS and SCDOT to consider reconfiguring lane widths on Augusta Road (Highway 421) from Hitchcock Parkway to Stadium Circle. The current lane configuration includes three travel lanes and no bicycle lanes with an estimated traffic volume of 5300 ADT. As a key bikeway corridor connecting the City of Aiken to North Augusta, SC and Augusta, GA, this roadway segment should be considered for reconfiguration to two travel lanes and two striped bicycle lanes.

Before and after images of a road reconfiguration show the benefits of slowing traffic speeds in this residential, school zone, while also providing space for bicyclists on the roadway, providing a buffer for pedestrians on the sidewalk, and accommodating similar traffic volumes.

2 Federal Highway Administration: Safety Effects of Marked vs Unmarked Crosswalks at Uncontroleld Locations.